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THE WASHINGTON HERALD

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WASHINGTON, D. C., SUNDAY, MARCH 6, 1910.

MOST REMARKABLE FAREWELL ADDRESS IN HISTORY

Senator Gordon Wins Applause for His Attitude Against Sectionalism.

Senator James Gordon, of Mississippi, made the following address in the United States Senate on Wednesday, February 23, 1910:

"Mr. President, I am informed that the Senatorial deadlock in Mississippi has been broken and that we shall soon have Mr. Leroy Percy to take my place in the Senate. As I am about to retire from the Senate, I wish to express my feelings and sentiments in regard to my brief experience here. I did not expect to-day to make a speech, notwithstanding I found after I got into the Senate chamber that some of the newspapers had stated I would do so. I wish you to understand that I am not making a set speech, and I have not written any such poetry as that ascribed to me by the newspapers this morning.

"I am guilty of one little act of poetry. I published a little book, which I have got hid away in the desk here, and which I am going to give to the President of the Senate when I get through here, and probably he will have a worse opinion of me than he had before.

"I will tell you how I came to be a United States Senator. I started when I was five years old. It took me a long while to get here, and I found it a very rugged road to travel; but I did get here. When I was a little chap about five years of age—I will tell you a story, and you may tell your children, and you old fellows may tell your grandchildren—I received as a present something like a map on pasteboard. It had this great Capitol as a picture at the top of it and squares with numbers on them. Those numbers represented all the passions that had escaped from Pandora's box. That map had marked on it all the temptations that would befall a youth growing up. It had a little teetotem, as it was called, in octagon shape, and it had numbers on it up to 8, on which to spin. My mother used to take me to her side.

Attained His Ambition.

"If you should spin the teetotem and it went over the mark and got on a bad place in the square, that would be one of the bad passions; but if it escaped all those, and the teetotem got on the great Capitol of the United States, you would be in the United States Senate. I saw a great big fellow sitting up there in that stand. I wanted to know of ma if I would get there; and, God helping me, I got there yesterday. She told me that if I would lead a clean life and form no bad habits I would be sure to get there. She never told me a story in her life, and so I knew it would come true. In all my life, Senators, that thing has stuck to me, and every time I wanted to do wrong, I saw one of those passions on that board, and that board has stood before my eyes from that day until to-day, though I have never made it public until now. I thought this was the place to do it.

"Now, I wish to talk to you about our affairs in Mississippi, and so forth. I am a peculiar sort of a genius—not much of a genius, either—but I have got about a thimbleful of common sense that I use occasionally, and I want to use it now to the best advantage.

"I have had a varied life. I was born a multimillionaire, very unhappily, too, for I never saw one of them that was happy yet, and I never was happy myself until I got rid of my millions. The largest portion of them went to feed a large number of slaves that I unfortunately inherited, and the rest I spent on my friends, like a gentleman should, and got rid of the incumbrance.

Sorry for the Millionaires.

"I have been listening to speeches here very carefully, and the more I heard of the speeches the sorrier I felt for the millionaires. Thank God, I am not one any more.

"I heard the Senator from Arkansas (Mr. Davis) the other day make a speech in which he abused Rockefeller. If there is a man in the United States that I am sorry for, it is Rockefeller. I can not help sympathizing with a fellow that everybody is 'cussing,' and I never could see what they 'cussed' him for unless because he had more money than anybody else. I do not think that is a fault, but it is a misfortune. I am sorry for a man in his condition, when he can not go out on the street and have even his little grandchildren walk in sight of him without threats that they will kill his little babes. I know the old fellow loves those children better than all the gold in his vaults; and he would not be a human being if he did not.

"I am now going to say something that is unpopular in my section of the country. If I were an officeseeker, I might be tempted to do wrong, but I always did say before my people what I thought was right. I think that Mr. Rockefeller is a good man, and I am going to think so until somebody shows me that he has done wrong. I see his employes very often, and I never saw one of them who did not speak well of him. I am told that he never had a strike among his employes. I am told another thing, that he has given more millions—I do not think much of him for that, because he had more than he had any use for; but he has given more of them—to the poor, to charity, to the churches, to education, and to build hospitals all over the country where they are needed for his employes, where they can go when they are sick and be cared for, than has any other man. If anybody in the United States does not like that let them put it in their pipes and smoke it. I have said it.

Praise for Rockefeller.

"If my friend from Arkansas is opposed to what I call prosperity, I would like for Mr. Rockefeller to come down and run his pipes through Mississippi. He can go all over my land. We shall be glad to have him. I used to pay 40 cents a gallon for oil to be burnt in my lamps. We are a little better off now; we are independent, because we have got electric lights, but we paid 40 cents a gallon for oil, and now we can get it for 10 cents a gallon. I do not know whether Mr. Rockefeller is the cause of the price coming down to 10 cents, but I think it will be that way in Arkansas if they get the conveniences that this pipe business proposes to give them, and I intend to vote for the pipes. That is all there is to it.

"Well, I want you to understand that I am a plain, blunt, old Confederate soldier. I wore the gray and I fought and bled, but I did not die, though I skedaddled frequently. You understand that word skedaddled.' These old soldiers will understand it.

"I had the honor during my service to capture some very prominent men in the Northern army; among them was Gen. Coburn, of Indianapolis, Ind. I captured one great, big man, who afterward became Gen. Shafter. He was then a major in the Nineteenth Michigan. He was a very poor shot, for I advanced on him with my saber, and he shot at me five times and never touched me.

Never Fired a Shot.

"Now, I will tell another story. That fellow Shafter gave me an awful scare. When I approached him he handed me his pistol and said:

"You are welcome to it, but it will do you no good, as I have shot all the cartridges away; but over at the stockade, near Franklin, Tenn., I have a valise that has got a thousand cartridges in it, and you are welcome to those, if you will go after them.

"I said:

"Thank you for the pistol; I will go after the cartridges.

"A few weeks later, with Forest, I went to Brentwood Station, captured the fort, and got the cartridges, but I never used them. I never fired a shot during the war. That is a fact. I had just about enough to do to look after the men that I had engaged. That is the kind of a soldier I was. I told the other fellows to do the fighting. A great many of them stayed at home, and if I had been as smart as they were, I might have done the same.

"When the Confederate soldier and the Union soldier—we called them 'Yanks' in that day, and they called us 'Johnnies'—met they were always friendly. Gen. Coburn asked permission of Gen. Cheatham and Gen. Polk to present me his sword for kindnesses extended to him when he was a prisoner of war. I carried him from near Franklin to Tullahoma, Tenn., and that sword was presented to me at Tullahoma. I sent it home with the petition that I had, with the signatures of Gen. Cheatham and Gen. Polk, and I have it yet; when Grierson made his raid through my country and went to my father's house, my wife presented that order to his adjutant, and they gave us a guard and protected the house.

"Another time a gentleman, who is living yet, by the name of Capt. Brown, of the Seventh Illinois, and I had a little engagement. That Seventh Illinois was the meanest regiment I ever saw, for it never wanted to quit fighting. The Seventh Illinois and the Second Iowa were the worst men I had to fight; but I am glad when I see them alive to-day. When we meet we shake hands; we are the best of friends, and Capt. Brown, of the Seventh Illinois, and I have kept up correspondence ever since the war. He is living at Leon, Iowa, now; and if you think I am not telling the fact you can call on him to prove it. As I have said, he is still living, and I hope he will live a hundred years, and that I will live to see him decently buried.

"Now, gentlemen, I did not get up here just to make you laugh. I want to tell you something that will not make you laugh. Down in Mississippi where I live, when I go home and go to my bed to sleep and dream sweet dreams of the hours I have spent here in the Senate, I sleep with the sword of Damocles hanging over my head. We have a problem to settle there that I want you to help me settle. I do not ask you to agree, but I ask you to talk with me, and listen to what I have to say, and, in kindness and friendship, I want to see the Mason and Dixon's line obliterated from the map of the United States, and on it the words written 'Our country.' (Applause on the floor and in the galleries.)

Tired of Sectionalism.

"I am tired of sectionalism. God knows I got enough of it fighting. I do not want any more of it. I do not want to hear any speech in the Senate or anywhere else that stirs up strife between the old soldiers or citizens who were not in the army.

"I do want to bring about peace. I am victors; but we still think our generals an old Confederate; you are old veterans, perhaps. We disagreed and you were the were good men and our people were good people; and we do not dispute that yours were just as good as ours. Our people down South are not quarreling over these things at all. We have a few blabmouthed fellows that always want to make a fuss, but they are not even worth 'cussing.' So I will not use any invectives against them. We have them down South; but they are not my sort, and I have got more influence with the people than they have. I talk with them as I talk to you. I tell them the truth and the facts, and I tell them we have friends here, but they do not see things as we do.

"We want you to think well of us, and there is no use of calling us traitors. They used to call George Washington a rebel and a traitor, but we do not think so ourselves; and I do not think any of us fellows were traitors, while we may have been rebels. I do not deny that. We thought we ought to fight for our States, and we disagreed just on a little section in the Constitution—a very small thing to fight for, but we made an awful big fuss when we got at it.

"Now, nobody can take away the glories of either side. A man had as well attempt to scale the ramparts of Jehovah and pluck from heaven's diadem God's brightest star as to snatch the laurel from the brow of the conqueror or the conquered that stood under the apple tree of Appomattox. They go together; they are all famous; and there were good men on all sides. They disagreed, and they fought for it; but when one side conquered and the other was conquered, we took our oaths of allegiance, and I can hold up my hand before high heaven and before this Senate to-day and say I have never violated that oath that I took to be a good citizen of the United States, and I never knew of a soldier of the Confederacy violating that obligation.

Proud of Congress.

"This is my father's house. I am proud to be in it. I am proud to be associated to-day with the men whom I see around me. I have read the papers and I have heard you all abused and censured, but I find that this is the finest working body

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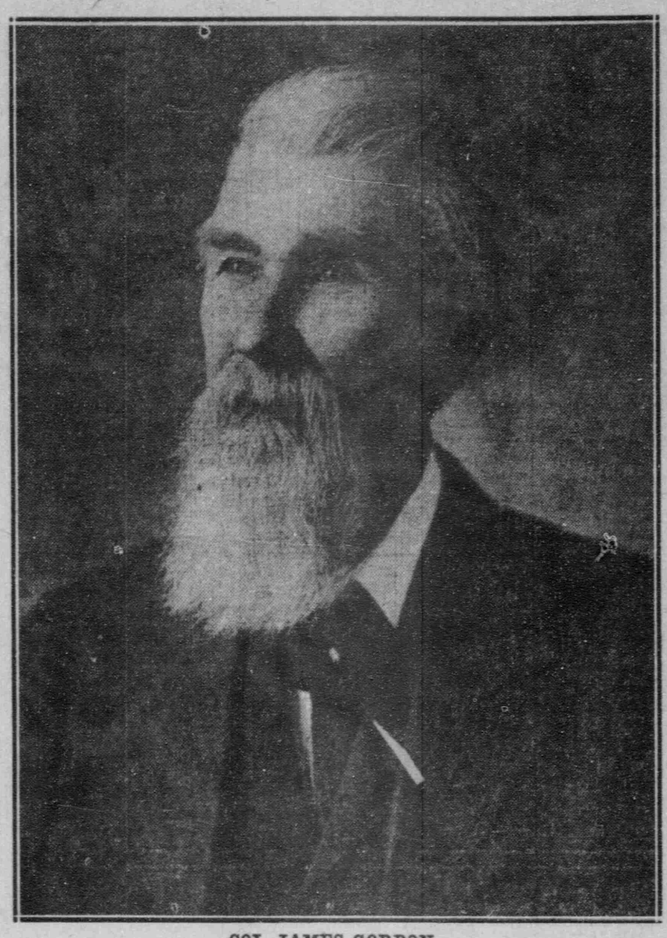
DEPEW'S PRAISE OF SPEECH.

When Senator Gordon sat down the Senator from New York arose and paid him the following compliment:

Mr. President: I have heard a great many farewell addresses in my life; I read the most famous of them on Washington's Birthday, the 22d of this month; but this is the most unique contribution to literature of this character which any of us has ever heard. It will live in the records of the Senate as probably the most remarkable address either of a new Senator coming in or of an old one going out that has ever been delivered. Its patriotism and good-fellowship, broad mindedness, charity, and humor will remain among the best recollections of those who heard it. I believe I express the sentiment of every one of the colleagues of our departing friend when I say that we deeply regret his going, and that no matter how wonderful a genius or great a statesman succeeds him he can never be Senator Gordon, of Mississippi.

"Brotherly Love" Doctrine Expounded in Masterly Manner by Mississippian.

RETIRES IN BLAZE OF GLORY.



COL. JAMES GORDON,

Mississippi statesman who won plaudits of North, South, East, and West.

Proud of the Senate, Not Hostile to the Negro, and Sorry for the Millionaire.

ASKS COLLATERAL, NOT NAMES

Chicago Bank, with $86,000,000 Deposits, Loans Money Only On Gilt-edged, Bona Fide Security.

By JAMES B. MORROW.

Chicago, Mar. 5.—The Mitchells are more than multi-millionaires. By instinct and profession, they are financiers. For two generations they have been builders of big business in the great Central West.

The father, William H. Mitchell, now a very aged man, but still keeping watchful eyes on his own affairs, was one of the projectors of the railroad to St. Louis by way of Alton—the same railroad that E. H. Harriman, through the arts of his magic and genius, once turned into a deplorable ruin.

Also, the father was a merchant at Sutter's sawmill, in California, immediately after "Jim" Marshall's discovery of gold in the low waters of the tail race. He was a witness, therefore, of the most thrilling and picturesque stampede in the story of the American nation. But he stuck to his business of merchandizing and let other men pan the sands and speculate. Sticking to their business is one of the unamended and unviolated laws of the Mitchells.

The son, John J. Mitchell, is president of the Illinois Trust and Savings Bank. His shareholders are paid an annual dividend of 20 per cent. He took the bank—a feeble and dwindling concern, threatened with liquidation—when he was twenty-six. Young though he was, he established laws to govern the lending of money that are followed yet.

Made a Large Fortune.

At the age of fifty-five—a solid, old-fashioned man in the stormy press of twentieth century boomers and plungers—he points without comment to a capital, paid in, of $5,000,000; to a surplus of $7,500,000, to undivided profits of $1,000,000, and to deposits aggregating $86,000,000, on which he pays interest at the rate of 3 per cent. In the meantime—twenty-nine years from first to last—he has made a large fortune for himself.

An anecdote of the Mitchells, told by John J. to his intimate friends, with quiet pride in the narrative, explains the mystery of their success, if anything more is needed than knowledge of the sagacity and steadiness of William H., while men mad with the lust of discovery and acquisition were unearthing nuggets at Sutter's sawmill, worth from 50 cents apiece to a matter of $21,000.

The son and banker goes to California regularly for a part of the winter season. Several years ago he wrote and asked a man in the bank to inquire about a team of horses which he desired to buy for his farm among the lakes of Wisconsin. "Tell John," the father remarked, when he heard of the letter, "that I have a team I might sell him."

Uses "Might," Not "Will."

"Might" put the message on a sound trading basis and opened the way to negotiation. "Will" would have indicated a desire, if not an eagerness, to close a bargain. The transaction was completed after considerable correspondence. It was agreed that William H. was to keep the horses until May 1, by which time John J. planned to be home from California. A check was sent and a receipt given.

It was May 15, however, before the son reached Chicago. The next day he asked his father to deliver the horses in Wisconsin, being particular to say that he would pay the expenses, if any, of the hired man who drove them. Inside of a week William J. sent him a bill for feeding the team fifteen days over the time stipulated, and also for the wages of the hired man, computed to the cent and hour from his leaving the stable in Chicago until his return from John's farm, about seventy-five miles distant. John J. is rich, but in the course of nature he will be a great deal richer. Nevertheless, so long as William H. is alive he will demand every cent that belongs to him or is rightfully due him.

I asked the son, an unaffected, cordial man of medium stature, with brown eyes and a huge chin, and wearing gray clothing, a red necktie, and a blue scarf-pin, if his father started him in life with a code of rules to regulate his conduct.

"Oh, yes," he answered, "and they have stood the test of time and experience. He said I should always be frank with every one; that I should answer foolish questions in seriousness and with politeness; that I should give information, whenever possible, to customers and others, because it would be profitable in the long run, and that I should guard the capital of the bank first and think of the rate of interest afterward. A high rate of interest, he declared, was one of the temptations to be resisted by men engaged in the banking business."

"Your father," I remarked, "is a very wealthy man and was one of the builders of the Chicago and Alton Railroad?"

"But he was a poor boy and lived on a hill farm in Guernsey County, Ohio. When he and his brother were young men they left the hard conditions then common in agricultural communities and went to Wheeling, at that time a city in old Virginia. Building a flatboat, they loaded it with flour and drifted down the Ohio River to Cairo, and thence down the Mississippi to New Orleans, where they sold their cargo at a profit. Returning to Quincy, in this State, they built other flatboats, on which they carried merchandise to lower points on the river. They did well in business and accumulated capital enough to buy several yokes of oxen and wagons and a stock of merchandise. Joining a caravan, they crossed the mountains and plains on the way to California, which they thought a promising region for traders and merchants. There was hardly a trail in those days, and Indians threatened them most of the journey.

The Discovery of Gold.

"After getting to Sacramento they heard of Marshall's discovery of gold at Sutter's sawmill, forty miles to the north and east, through forests and over mountains. Sutter was a Swiss adventurer, of a romantic and daring character, and owned an immense tract of land and thousands of cattle in that part of California. A New Jersey wagon builder named James Wilson Marshall was engaged with Sutter in the lumber business. While Marshall was building a sawmill in Eldorado County, he found a small nugget of gold at the bottom of the tail-race. A woman cook at the camp tested it with salaratus water, and then boiled it in soap that she was making in a kettle. Marshall, quite convinced, took the nugget to Gen. Sutter, and he tried it with aqua fortis, or nitric acid. The nugget still retaining its color and character, was declared to be gold. Then began the most frenzied rush in American history.

"My father, with his goods, was well up to the front among the leaders of the excited procession. He opened a store near the sawmill and traded merchandise for nuggets and gold dust. All of Sutter's hands quit working for him and turned miners and prospectors. His crops spoiled in the fields and his cattle died of starvation. In the end, he lost his land to the hordes of miners, as well as all of his other possessions. But for the legislature of California, which voted him a pension of $250 a month, he would have died in poverty. Marshall fared no better. His mining claims were taken away from him, and even the land he owned before he discovered gold was forcibly confiscated by the settlers, who built a town on his property.

"At the end of two years my father, having what he called a good stake, left California. Returning to Illinois, he engaged in the milling of flour at Alton. The railroad south from Chicago had already been completed to that frontier village. He built six river packets, and freight from the north was thus carried onward by water to New Orleans. Finally, he and others extended the railroad to St. Louis. He was a director in the company for many years, and kept his interest in the property until it was acquired by the late Edward H. Harriman."

Established in 1873.

"You were born at Alton?" I said.

"Yes; and I was educated there and at an academy in Maine. My father established the Illinois Trust and Savings Bank when I was a young man, and brought his family to Chicago. I went into the bank as a messenger at $25 a month, spending two hard years at that particular work, which was a mixture of

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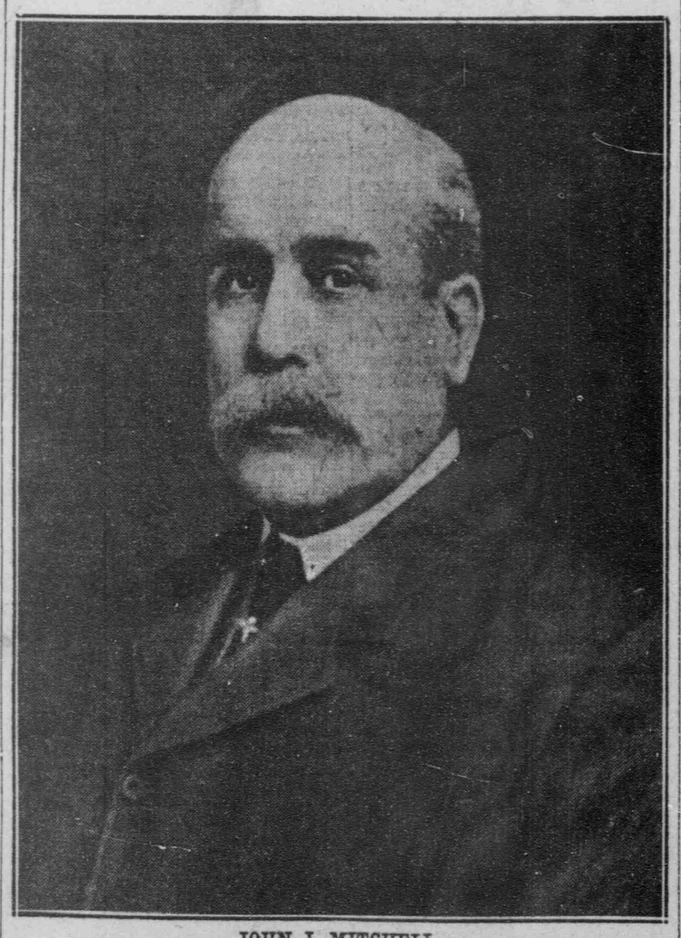
HAS UNIQUE IDEAS REGARDING BANKING.



JOHN J. MITCHELL,

President of Illinois Trust and Savings Bank.

WHERE HAGUE TRIBUNAL FAILS

Knotty International Problems Must Now Be Settled by Special International Conferences.

By EX-ATTACHE.

At the time of the orginazation of the international court at The Hague, for which Andrew Carnegie is providing a palatial home, it was hoped and expected that the new institution would not only serve as a tribunal of arbitration on issues pending between rival states, but would also constitute a species of permanent congress for the negotiation and settlement of questions affecting the majority, if not all, of the powers.

Indeed, sanguine expectations were entertained that the cumbersome process of summoning a special conference for the consideration of every problem of an international character that cropped up would be obviated. These expectations have not been realized. The international court at The Hague has proved a great disappointment, and any doubt on the subject would be set at rest by the circumstance that at the present moment when there are an extraordinary large number of important questions requiring a common understanding between the various nations of the world, nobody dreams of going to The Hague about the matter.

Special international congresses are extremely unsatisfactory. Their methods are slow, their orginazation difficult, their conclusions frequently disappointing. For there is nearly always a minority which refuses to abide by the decision of the majority, or else there's some government which at the last moment insists upon withdrawing from the consideration of the congress some important, and even vital point, under the threat of holding aloof altogether from the palaver.

Yet, to-day, owing to the failure of the international court of The Hague to live up to its early promise, these special conferences remain the only alternative by means of which conflicts between the various powers can be prevented from degenerating into war, and through which it is possible to maintain the peace of the world.

* * * *

There are just now at least a score of issues, each calling for an international congress of its own. One of them concerns the regulation of aviation, and the establishment of some such laws for the navigation of the air, as have been adopted by the union of civilized states for the navigation of the sea.

Another question is that which has arisen regarding the ownership of territory in the arctic and antarctic regions.

A third relates to the continuation during another hundred years of the present ownership and management of the Suez Canal; an affair in which all maritime nations, notably the United States, are much interested.

Then, there is the urgent necessity of reorganizing the rules established more that fifty years ago for the control of the Straits of the Dardanelles.

The troublesome question of Crete, which has been a festering sore of Europe ever since the days when St. Paul, in his anger, denounced all Cretans as liars, calls aloud for solution. Every Christian nation is interested in the persistent demand of Turkey for the abolition of the Capitulations; a prerogative which some governments are ready to relinquish, while others will not hear of any such concession.

There is that troublesome controversy about the "open door" in China, especially in Manchuria; and last, but not least, comes the question of the navigation of the inlands waters of Europe, which has been brought on the tapis quite recently, through the attempts of Prussia to increase her declining revenues by imposing heavy shipping dues on the navigation of her stretches on the Rhine, the Elbe, and the Vistula.

* * * *

That Prussia's attempt to replenish her depleted treasury, and to check her steadily growing annual deficit, by taxing navigation on her inland waters, should develope into an international controversy, requires an explanation. The fact of the matter is, that Prussia's move affects not only most of the other sovereign states of the German confederation, but also a number of foreign countries, notably Holland, through whose territory the Rhine finds way into the sea; Austria, which is strongly opposed to anything calculated to hamper the navigation of the Elbe, that plays a very important role in connection with her Bohemian industries; France, whose territory is watered by the Moselle, constituting a valuable channel to her trade; Great Britain, who has old-established rights of navigation of the Elbe, dating from the time when the kingdoms of Hanover and of England were united under one crown; Russia, who has rights of navigation on the Vistula; and even Switzerland and Belgium. Moreover, the raising of this question by Prussia, about navigation, on rivers traversing her territory, has had the effect of bringing again to the fore the intricate and difficult issue concerning the regulation of the Danube.

Prussia proposes to impose navigation duties, to the extent of 15 per cent ad valorem of the freight, on all shipping on the rivers traversing her territory. This pretention has excited a storm of indignation among the other states of the German confederation, and they I call attention to article 54 of the constitution of the Empire, which expressly stipulates that only such dues may be levied as are required for the maintenance of the natural and artificial watercourses in ordinary repair.

The dues in existence are already sufficiently high to cover these expenses, and the additional tax which Prussia is endeavoring to impose, is over and above these rates, and for the exclusive benefit of her own treasury.

But while the new impost will fall in part upon purely Prussian shipping, it will weigh to a far greater degree upon non-Prussian states, particularly upon the kingdom of Saxony, the Grandduchies of Baden and of Hesse, and in a measure upon the kingdom of Württemberg. It will have the effect of virtually putting a stop to the trade of these non-Prussian states upon the rivers which are now used to bring cheaply the raw materials to the centers of industry, and to carry the manufactured product to the outlets of commerce.

The projected dues would, in one word, have the result of transferring the carrying trade from the rivers to the railroads, thereby vastly increasing the cost price of the merchandise with the inevitable consequence of the loss of valuable markets now available.

* * * *

The Prussian government has been forced to admit that her project is contrary to the spirit and to the letter of the constitution of the empire; practically acknowledging that the dues which she proposes to extort are over and above those which she already imposes and receives, in the shape of pilotage, wharfage, and navigation rates, for the current expenses of maintenance of the inland waterways in navigable condition.

But availing herself of the fact that through the control of the votes of some of the small nonriparian states in the bundesrath, or federal council, she can command a majority—a very narrow one, it is true—in that body, she secured from it last month its consent to a revision of that clause of the constitution of the empire which provides for freedom of navigation of the natural waterways of Germany.

Amendments of the constitution of the empire can only be made by legislative enactment, and they even cannot be submitted to the Reichstag, unless a vote in favor of the measure has been previously obtained from the federal council. This, as I have just shown, has already been secured.

It remains to be seen whether the Reichstag will permit itself to be jockeyed or bulldozed into a surrender to the demands of the Prussian treasury; demands to which not only most of the non-Prussian German states, but likewise the bulk of Prussian industry and trade, are bitterly opposed. In fact, the Prussian press, notable the leading newspapers of Frankfort, have been even still more outspoken in their hostility to the project, than the organs of public opinion in Saxony, Baden, Hesse, &c.

Should even the German Reichstag give its consent to a revision of the constitution in the sense indicated, the approval of the foreign powers concerned, and enumerated above, would have to be obtained before the projected dues could be imposed, unless the empire went to the length of violating existing treaties and agreements.

The free navigation of German rivers has never been considered in the light of an exclusive Teuton question. The congress of Vienna, which was intrusted with the duty of reorganizing Europe, after the chaos into which everything had been thrown by the Napoleonic wars, decreed in article 100 of the treaty embodying its decisions, that the Rhine, the Main, the Moselle, the Neckar, the Mouse, and Scheldt, should be thrown open to the commerce of all nations, from the points where they become navigable, to the sea; and that no dues should be imposed, excepting those needed to defray the ordinary cost of the maintenance of the rivers in navigable condition.

That is to say, the imposition of dues

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